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HONGKONG DISPENSARY

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DELICIOUS SWEETS,
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These include—

CADBURY'S SPECIAL CREAMES
PÂTE D'ABRICOT, JORDAN ALMONDS
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DESSERT CHOCOLATE,
NOUGAT, FRUIT JELLIES,
CRYSTALLISED FRUITS,
METZ FRUITS,
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MIXED BONBONS,
FREY'S CHOCOLATES.
TANGERINE BISCUITS.

ORANGE PASTE, ORANGE ROLLS,
&c., &c., &c.

Together with the Latest Novelties in
FANCY BOXES,

which are very suitable as Seasonable Presents
for Ladies and Young People.

FRENCH
CONFECTIOMERY AND CONSERVES
in Large Assortment
from the BEST PARISIAN HOUSE.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DIPPERABLE.
Established A.D. 1841.
Hongkong, 9th November, 1895.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR. Correspondents must forward their names and addresses
with communications intended for the Editor, "as
per publication, but as evidence of good faith."
All letters for publication should be written on one
side of the paper only.

No anonymous signed communications that have
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent
before 11 a.m. on day of publication. After that
P.O. Box 20. Telegrams No. 12.

The Daily Press.
HONGKONG, NOVEMBER 12TH, 1895.

The proposal that the province of Hunan should be opened up to foreign trade, which excited a good deal of discussion some time ago, has again been brought forward by a series of articles in the N. C. Daily News. The notorious CHOU HAN has his home in Hunan and it is from that province that the anti-foreign literature, which has such a baneful effect emanates. The opening up of the province would do much towards putting a stop to this vile stream, especially if CHOU HAN were placed in careful custody for the remainder of his life and prevented from further carrying on his evil work. Our Shanghai contemporary "can hardly believe that Sir N. R. O'Connor left Peking without "securing the capture and punishment of CHOU HAN," but we are inclined to think that that dangerous firebrand will be left un molested, except that the Chinese authorities, having had perhaps as much of anti-foreign disturbances as they think prudent for the time being, may recommend him to keep quiet for a time. Independently of CHOU HAN and his infamous propaganda, however, there are very good reasons why the opening of Hunan should be insisted upon, in the interests of foreign trade and of the development of China. The province is rich, so much so that the famine and periods of scarcity which from time to time afflict most other parts of the Empire are unknown there. Foreign goods find their way to Hunan in considerable quantities, but if foreigners had free access to the province and the means of communication were improved, as they naturally would be if foreigners gained an established footing, the trade would receive an impetus and development which would be very welcome in these days when English manufacturers are crying out for new markets and the development of old ones. Much attention is at present being bestowed on Yunnan, which is difficult of access and of doubtful value as a market for foreign goods. Hunan, on the other hand, is easy of access, is of undoubted wealth, and England has only to say the word to have it opened. When the Commercial Mission promoted by the Blackburn Chamber of Commerce arrives no doubt Hunan will attract its attention, and its opening up to foreign trade will be urged. There would be no opposition worth consideration, although the Chinese authorities would no doubt try to make it appear that the step would be fraught with the greatest danger, as they did when an expedition was spoken of in connection with the anti-foreign disturbances of 1891. Sir HALLIDAY MACARTNEY at that time wrote to the Foreign Office as follows:—

"The Minister has heard with much concern of a rumour to the effect that some gunboats might possibly be sent to the Tungting lake. He thinks that to do so would be a great mistake, and a step which would be fraught with much danger; one which might provoke the people of Hunan to acts which it would be difficult for the

Imperial Government to control. The Chinese among whom are some tens of thousands of disbanded soldiers and many retired military officers, being of a very brave, warlike, irascible disposition, any attempt to coerce them might, as the Minister once before remarked to the Foreign Office, lead to difficulties for the Imperial Government, at least as great as those which the British Government have lately had to contend with in the case of Ireland. Having, from their remote and secluded position, been brought less into contact with Europeans than the people of most other parts of China, they are naturally more strange to European ways, and therefore more disposed to resent any attempts at proselytism to Christianity. Their case, in the opinion of the Minister, is not one for coercion, but one that whilst education and enlightenment are being diffused amongst them, calls for judicious management and much forbearance."

As our contemporary remarks, this of course brings Her Majesty's Government to the stool of judgment, as the Hunanese were left in "their remote and secluded position" to have another four years' education and enlightenment diffused amongst them" by Messrs. CHOU HAN and Co., with the result that the province is now more closely shut up than ever. The writer goes on to show how impossible it would be for Hunan to offer any resistance to an expedition and urges that it is quite a mistake to suppose that the "very brave, warlike, and irascible disposition of the Chinese" would be exhibited towards anyone who had the power to retaliate. "The only danger would be that as soon as the officials understood that a real expedition was intended—and ten thousand times better none at all than a make-believe! it would be spoilt at once, and do infinite mischief—they would turn it back by meeting all demands before it crossed the Tungting." When the Linen entered the lake last August, the Governor, Wu TA-CHEN, hurried down to meet it, prepared to offer any terms to stop its coming on, but unfortunately the Frenchman was in a greater hurry still, for he "merely looked into the lake and left before the Governor could reach him." That was excessively unfortunate, but it is to be hoped that the mischievous will shortly be repaid by the arrival of a British expedition which will carry the work through. The programme should be to first obtain an Imperial decree declaring certain places in the province open ports or trading stations, and then to send the expedition to provide for the peaceful installation of the Consular offices. The expedition would be essential, because if the matter were left entirely in the hands of the Chinese the Hunanese would never be satisfactorily put through; but it would not necessarily be a hostile expedition, as in the event of an Imperial decree being granted Her Majesty's forces would really be supporting the imperial authority. But whether with or without the free assent of the Peking Government it is important that Hunan should be opened, and the sooner the better.

There were 2,014 visitors to the City Hall Museum last week, of whom 183 were Europeans.

The M. steamer *Sophia*, with mails, &c., left San Francisco for this port via Yokohama and Nagasaki on the 8th inst.

The D. steamer *Eros*, from Hamburg, left Singapore for our port yesterday and may be expected here on or about the 17th inst.

The match yesterday afternoon between the Hongkong Football Club and C Company, R.A., after a good and fast game ended in a draw—one goal each.

Inspector Stanton charged several shopkeepers of the Police Court yesterday with using improper weights and scales, and a fine of \$10 was imposed in each case.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 22nd ultimo, via Honolulu, has arrived at Yokohama, and leaves for this port this morning.

The first performance of "Black Beetles" will give a performance at the Theatre Royal tomorrow evening in aid of the Portsmouth Royal Seamen's Fund.

The first race for the Hongkong Football Club buoy with a lead of over 3 minutes from Payne, Princess, and Merton, which rounded together, with She and Stella close up. Dart ran into a calm on the way and followed some 10 minutes after Stella.

The reach and run down to Great Island where公主 and Merton ran away from the rest, and Princess was the second to finish. Merton had been rounded by Eric at about a minute to two, with Payne second, then Merton, Princess, She, and Dart.

In the heat up to the Police Pier at Kowloon Payne passed Eric into first place and Princess closed up and the dinghy of the pair was rounded up as follows:

Payne... Royal Engineers 1.6
Stella... Capt. Stirling, A.D.C. 1.6
Dart... Dr. Lowes 1.5
Eric... Mr. Donson 1.4
Merton... Mr. T. W. Lamont 1.4
Ladybird... Mr. Jefferings 1.4
Princess... Mr. McRae 1.4
She... Mr. Gale 1.4
Dart... Lt.-Col. Goss, R.B... 1.3
Seabreeze... Capt. Stewart, E.B... 1.3

On the 26th October, the Governor Kabayama arrived in the Ikiyama-sanshi from Taku.

By His Excellency's special request no salutes or other honours greeted his advent. H.E. was accompanied by a large staff of officers and administrators, including the Governor or "Prefect" Ferusko, the Chief Commissioner of Customs, Mr. Namura, and several other officials, civil and military. After a short stay at the house lately occupied by the late Chinese Commissioner, H.E. proceeded to the city and took up his abode in the house that for so many years was the British Consulate in Taku. All the military proceedings as had been specially sent by the Emperor to obtain. This officer, a commander in the Imperial navy, had rather a narrow escape from very grave disaster. It appears he was riding just behind his escort, when the horses of the latter putting his foot on one of the many pitfalls which Lin Yung-fu had liberally distributed over the country from Khaught to Tsinan, exploded the mine, seriously injuring, if not killing the horse, and severely burning his side. Count Yushu got buried on the back of his head and his horse was also more or less injured. We were glad, however, to hear that when the gallant Chamberlain left his wound was progressing very favourably.

On the 26th October, the Governor Kabayama arrived in the Ikiyama-sanshi from Taku.

It is true that the peculiar exigencies of the time rendered the task of providing the accommodation one of unusual difficulty, and it must be said that the quick and effective manner in which these obstacles were got over reflected the greatest credit on all concerned in the attempt to convert a barren Chinese building into the elegant banqueting hall that was presented to our admiring gaze!

When the Chamberlain was filled with the guests in his honour, he was seated in a chair placed four feet deep all round the walls and listened to H.E.'s speech, the view was picturesque and interesting in the extreme. It is supposed that there were upwards of 1,000 people present, and almost all seemed to me to be officers of the ranks varying from the highest to the most junior.

The foreigners were invited for a meal, but the Chinese were not invited, and the party was made up and responded to by all present to drink to the health and long life of Governor-General Kabayama, which was most enthusiastically taken up and responded to.

This concluded the formal part of the proceedings, and general conversation, accompanied by unlimited exchange of good wines, in which their Excellencies the various Chinese mandarins, iron-jawed tigers, the order of the day, and the distinguished Japanese present, were all present, and secured whatever is likely to favour the attainment of their objects, political and economical. To judge from their courtesy and attention to their Chinese guests, for whose benefit a special Chinese-speaking attaché was told off, it would seem that they are now as desirous to ingratiate themselves with the people by the number in which they are held, as they recently showed themselves in conquering by the conversion of H.E. Major-General Nori, a gentleman who instantly attracts everyone by his indescribable charm of manners and appearance, then rose and called on all present to drink to the health of the Commander-in-Chief, H.E. Tokio, who had been induced a bitter pill to swallow by this toast. It is not exactly said that he most heartily responded to it, whenupon H.E. Takio, who had been ill for a month, was most reluctantly excused by his Excellency.

And the degradation of the poor Queen was an unnecessary insult; for what could be more degraded than the wife of such a King?

and the wretched people live only as the prey of villainous official factions. Such is the kingdom of Korea, formerly vassal and the English territory of China, now independent and forsaken, and recognised by the Courts of Europe. That it should remain in such a state of decay is a national disgrace.

But the Governor General of Formosa, Mr. Allan W. Bain, of Messrs. Bain & Co., was present.

This toast was very heartily and enthusiastically responded with equal cordiality, and on the other hand, the Governor General of Formosa, Mr. Allan W. Bain, of Messrs. Bain & Co., was present.

After the toast, we take upon ourselves as a matter of duty the amendment of Asia's sick man. Surely if, on Christian principles, we refuse to allow the Turk to butcher the Armenians, if the Chinese are to be restrained from the massacre of helpless women and children (though this by the way is doubtful),

then we English-speaking people should look to our sympathies, though they are American, and always the expression of any heathen Government, even if it be the Emperor of Korea, to immediate attention. Japan cannot govern the country and it evidently cannot govern itself—what is to become of it then? a difficult question. England certainly does not want it, but that is no reason why such bad government and sudden death should stand through the land.

As the most unpleasant individual who comes into my way, I call him the Korean Emperor, who is a man of whom we can no longer ignore the claims of Korea to immediate attention. Japan cannot govern the country and it evidently cannot govern itself—what is to become of it then? a difficult question. England certainly does not want it, but that is no reason why such bad government and sudden death should stand through the land.

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INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company, are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [115]

SUN INSURANCE OFFICE, LONDON.

FOUNDERED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1895. [17]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1895. [16]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

The Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

CURRENT RATES and a guaranteed Bonus equal to that paid by the Local Offices.

S. J. DAVID & CO., Agents.

Hongkong, 26th November, 1895. [215]

A TLAS ASSURANCE COMPANY, LONDON.

ESTABLISHED 1808.

CAPITAL £1,200,000.

The Undersigned having been appointed Agents of above Company, are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1895. [228]

GENERAL NOTICE.

THE CHAI-ON MARINE INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to Accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its AGENTS.

CHAN HE-WAN, Secretary.

HEAD OFFICE: NO. 42, BONHAM STRAND WEST, Hongkong, 23rd August, 1895. [176]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAK & CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1895. [18]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 1ST DECEMBER, 1894, £1,761,018 2s. 2d.

I.—AUTHORIZED CAPITAL, £3,000,000 £ s. d.

II.—SUBSCRIBED CAPITAL, 2,750,000 £ s. d.

III.—PAID UP CAPITAL, 2,614,592 7 s.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAT & CO., Agents.

Hongkong, 13th July, 1895. [186]

SCOTTISH METROPOLITAN INSURANCE CO.

(LIFE AND ACCIDENT).

LIFE RATE 20% Lower than those charged by most Companies.

ACCIDENTS £2 Per Ann. Severe 27,000 £ s. d.

£4 Per Ann. Severe £1,000 in case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1.10 to £3 a week in case of Temporary Disablement.

For Prospects or further Particulars, apply to J. Y. V. VERNON, Agent.

Hongkong, 16th June, 1894. [126]

NOTICE TO CONSIGNEES:

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the delivery of, or remaining at, board, till the 11th inst. will be landed at the Consignee's risk and expense into the Godowns of the Wanshai Warehouse and Storage Co., Limited, Wanshai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel, will be taken and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON, SONS & CO., Agents.

Hongkong, 8th November, 1895. [2816]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SURAKARTA.

THE Steamship

"SHANTUNG."

Captain Vaughan will be despatched to-day, the 12th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th November, 1895. [2285]

THE PENINSULAR AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BELGIUM (via Nagasaki) Saturday, Dec. 7, Kobe, Island Sea, and Yokohama, 1895, at Noon.

COPPIE (via Nagasaki) Kobe, Island Sea, and Honshu, Tuesday, Dec. 26, 1895, at Noon.

GAFIL (via Nagasaki) Kobe, Island Sea, and Yokohama, Tuesday, Jan. 14, 1896, at Noon.

THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, and YOKOHAMA, on SATURDAY, the 7th DECEMBER, 1895, at Noon, connection being made at Yokohama with Steamers from Wanshai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel, will be taken and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON, SONS & CO., Agents.

Hongkong, 8th November, 1895. [2816]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SURAKARTA.

THE Steamship

"MIRZAPORE."

Captain J. L. Lennox, R.N.R., carrying Her Majesty's Mails, will be despatched from this port on THURSDAY, the 1st NOVEMBER, 1895, to bring Passengers and Cargo for the above Ports.

All Cargo for France and London will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to ALF. WOOLLEY, Acting Superintendent.

Hongkong, 8th November, 1895. [1972]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND SHANGHAI.

"PAK HOI"

will be despatched TO-DAY, the 12th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th November, 1895. [2311]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAI YUAN."

Captain F. Nelson, will be despatched to-day, the 12th Inst.

For Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provision during the entire voyage.

A duly qualified Surgeon is carried and the Vest is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1895. [2185]

FOE KOBE AND YOKOHAMA.

THE Steamship

"TAI YUAN."

Captain F. Nelson, will be despatched to-day, the 12th Inst.

For Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provision during the entire voyage.

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A duly qualified Surgeon is carried and the Vest is fitted throughout with Electric Light.

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